

105TH CONGRESS
2D SESSION

H. R. 4384

To amend title 49, United States Code, relating to continuation of operating assistance for small transit operators in large urbanized areas.

IN THE HOUSE OF REPRESENTATIVES

AUGUST 3, 1998

Mr. FROST introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, relating to continuation of operating assistance for small transit operators in large urbanized areas.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. FINDINGS.**

4 Congress finds that—

5 (1) small transit operators, including those in
6 large urbanized areas (urbanized areas with a popu-
7 lation of at least 200,000), are usually more reliant
8 on Federal operating assistance than larger opera-
9 tors;

1 (2) Federal operating assistance has been elimi-
2 nated, from the fiscal year 1995 level of
3 \$710,000,000 to \$0 in fiscal year 1999;

4 (3) the elimination of operating assistance over
5 the 4-year period provided little time for many small
6 transit operators in large urbanized areas to adjust,
7 and without the resources to make up this gap,
8 these small transit operators might have to cut serv-
9 ice and raise fares;

10 (4) the elimination of operating assistance for
11 small operators in large urbanized areas could harm
12 the quality of transit service for their customers re-
13 sulting in fare increases, or substantial service cuts
14 to meet the anticipated shortfall in Federal operat-
15 ing funds;

16 (5) a Transportation Research Board analysis
17 conducted in 1996 concluded that transit riders in
18 some areas would see their fares double if operators
19 have to pass Federal operating assistance reductions
20 on to passengers;

21 (6) fare increases or service cuts would particu-
22 larly impact people with disabilities and the elderly;
23 and

24 (7) operating assistance funding reductions can
25 cause transit service to decrease, thus worsening

1 highway gridlock especially in large urbanized areas
2 where most of the Nation's traffic congestion occurs.

3 **SEC. 2. CONTINUATION OF OPERATING ASSISTANCE FOR**
4 **SMALL TRANSIT OPERATORS IN LARGE UR-**
5 **BANIZED AREAS.**

6 Section 5307 of title 49, United States Code, is
7 amended—

8 (1) by adding at the end of subsection (a) the
9 following new paragraph:

10 “(3) PRIMARY TRANSIT OPERATOR.—The term
11 ‘primary transit operator’ means the designated re-
12 cipient for, or the largest transit operator in, an ur-
13 banized area with a population of at least 200,000.

14 “(4) SMALL TRANSIT OPERATOR.—The term
15 ‘small transit operator’ means an entity, other than
16 a primary transit operator, receiving assistance
17 under this section that has fewer than 20 revenue
18 service vehicles and operates in an urbanized area
19 with a population of at least 200,000.”; and

20 (2) by adding at the end the following new sub-
21 section:

22 “(o) CONTINUATION OF OPERATING ASSISTANCE
23 FOR SMALL TRANSIT OPERATORS IN LARGE URBANIZED
24 AREAS.—

1 “(1) IN GENERAL.—The Secretary may allow a
2 small transit operator in an urbanized area with a
3 population of at least 200,000 to use funds made
4 available under this section to fund the operating
5 costs of equipment, facilities, and associated capital
6 maintenance items for use in mass transportation if
7 the Secretary finds that providing no assistance to
8 the small transit operator for such operating costs
9 has caused or will cause—

10 “(A) the small transit operator to suffer
11 undue hardship; or

12 “(B) significant fare increases or cuts in
13 transit service.

14 “(2) LIMITATION.—The amount of funds made
15 available to a small transit operator in accordance
16 with this subsection in a fiscal year may not exceed
17 the average annual amount of funds made available
18 under this section to, and used by, the small transit
19 operator in fiscal years 1992 through 1997 to fund
20 the operating costs of equipment, facilities, and asso-
21 ciated capital maintenance items for use in mass
22 transportation.”.

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